APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CB21D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI **CODE # 061-15000**

DISTRICT NUMBER: 2 **COUNTY:** HAMILTON **DATE** 9 / 17 / 99

CONTACT: JOE FLADING **PHONE #** 513-352-5284 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 **E-MAIL** _____

PROJECT NAME: STATE AVENUE REHABILITATION

SUBDIVISION TYPE
(Check Only 1)
- ___ 1.County
- _X_ 2.City
- ___ 3.Township
- ___ 4.Village
- ___ 5.Water/Sanitary District (Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
- _X_ 1. Grant $ 600,765
- ___ 2. Loan $ _____
- ___ 3. Loan Assistance$ _____

PROJECT TYPE
(Check Largest Component)
- _X_ 1.Road
- ___ 2.Bridge/Culvert
- ___ 3.Water Supply
- ___ 4.Wastewater
- ___ 5.Solid Waste
- ___ 6.Stormwater

TOTAL PROJECT COST: $ 1,201,530 **FUNDING REQUESTED:** $ 600,765

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ _____ **LOAN ASSISTANCE:** $ _____
SCIP LOAN: $ 600,765.00 **RATE:** 0 **% TERM:** 15 **yrs.**
RLP LOAN: $ _____ **RATE:** _____ **% TERM:** _____ **yrs.**
(Check Only 1)
- _X_ State Capital Improvement Program
- ___ Local Transportation Improvements Program
- ___ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____ / C_____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: _____
OPWC Approval: _____

APPROVED FUNDING: $ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: _____
SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

		TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	$ .00	
	Preliminary Design $		
	Final Design $		
	Bidding $		
	Construction Phase $		
	Additional Engineering Services *Identify services and costs below.	$ .00	
b.)	Acquisition Expenses: Land and/or Right of Way	$ .00	
c.)	Construction Costs:	$ 1,092,295.00	
d.)	Equipment Purchased Directly:	$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	$ .00	
f.)	Construction Contingencies:	$ 109,235.00	
g.)	**TOTAL ESTIMATED COSTS:**	$ 1,201,530.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 600,765.00	50
c.)	Other Public Revenues		
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER_____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 600,765.00	50
d.)	OPWC Funds		
	1. Grant	$ 600,765.00	50
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC FUNDS:	$ 600,765.00	50
e.)	**TOTAL FINANCIAL RESOURCES:**	$ 1,201,530.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: **State Avenue Rehabilitation**

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

State Avenue from West Eighth Street to Queen City Avenue
(see attached map)

PROJECT ZIP CODE: **45232**

B: PROJECT COMPONENTS:

Rehabilitation of existing roadway including repair and replacement of curb, base and joint repairs, removal of existing asphalt surface, inlet and connection pipe repairs, casting adjustments and resurfacing with a minimum of 2 inches of asphalt concrete.

C: PHYSICAL DIMENSIONS:

Roadway is 4 lanes, ranging in width 32 to 75 feet and is 8,550 feet in length.
This street has the City Traffic classification of an "Arterial Through Street".

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 5,429 Year: 1999 Projected ADT: N/C Year: N/C

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate:$_____ Proposed Rate: $ _____

Stormwater: Number of households served:_____

2.3 USEFUL LIFE/COST ESTIMATE: **Project Useful Life: 15 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 1,201,530

TOTAL PORTION OF PROJECT NEW/EXPANSION $ _____

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	1 / 1 / 00	8 / 1 / 00
4.2	**Bid Advertisement and Award:**	8 / 1 / 00	12 / 15 / 00
4.3	**Construction:**	12 / 15 / 00	12 / 31 / 01
4.4	**Right-of-Way/Land Acquisition:**	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	John F. Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3241
	FAX	( ) -
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	Timothy H. Riordan
	TITLE	Finance Director
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3731
	FAX	( ) -
	E-MAIL	
5.3	PROJECT MANAGER	Jay Gala
	TITLE	Principal Construction Engineer
	STREET	Room 415, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3423
	FAX	(513) 352 - 1581
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[✓] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

RICHARD MENDES DEPUTY CITY MANAGER

Certifying Representative (Type or Print Name and Title)

, 9/14/99

Original Signature/Date Signed

City of Cincinnati

Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

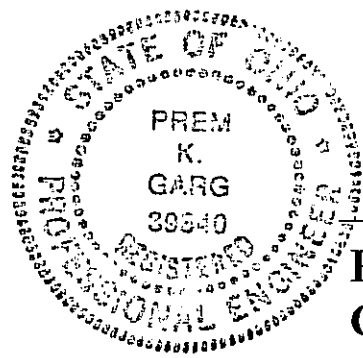
Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect

September 17, 1999

Subject: State Avenue Rehabilitation
Certification of Useful Life

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least fifteen (15) years.



(Seal)

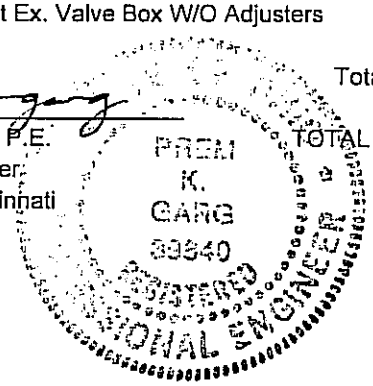
Prem Garg, P.E.
City Engineer
City of Cincinnati

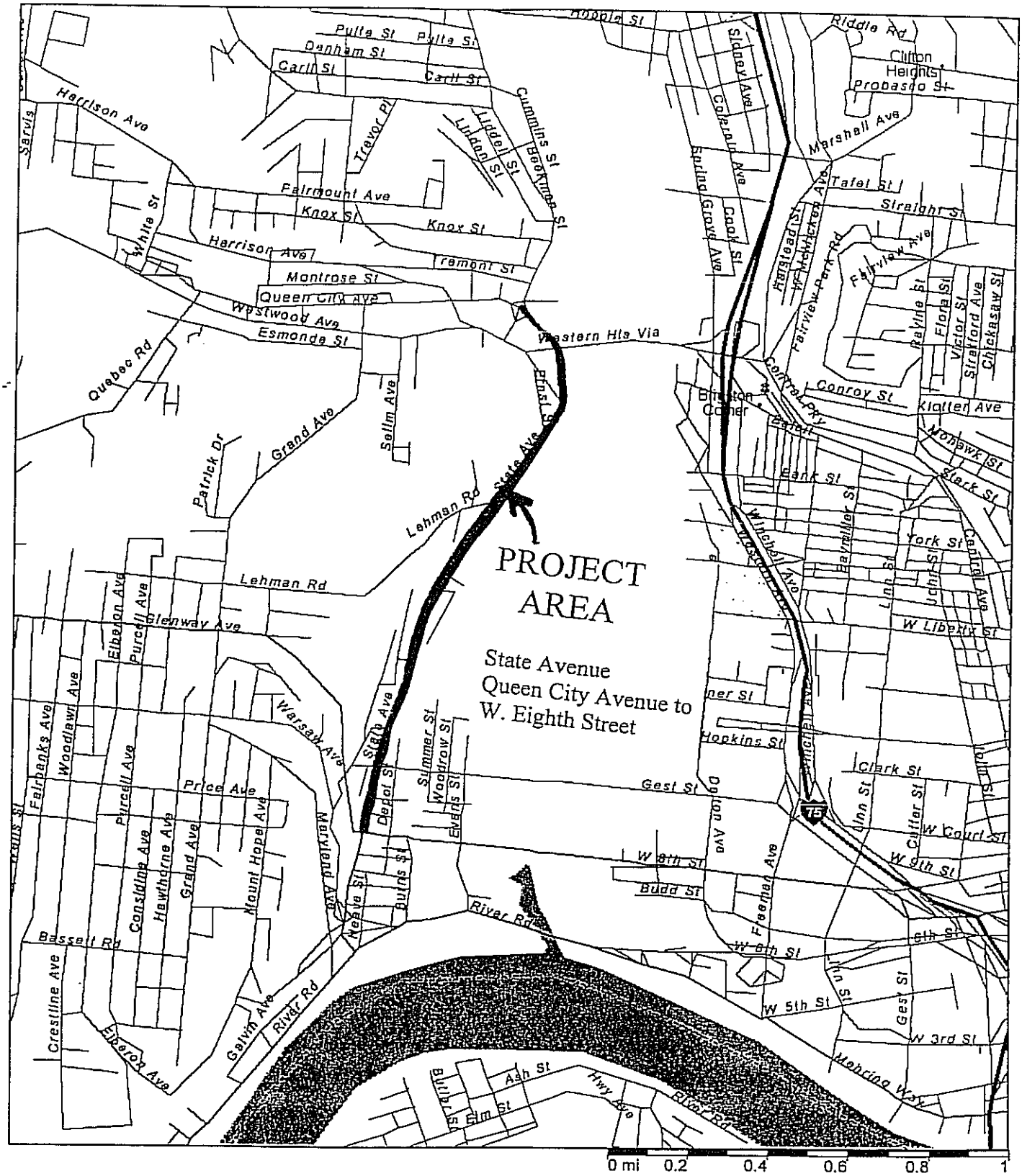
2000 STREET REHABILITATION, SCIP
State Avenue

REF. NO.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump Sum	Contract Bond		$ 20,000.00
2	203	25 c.y.	Embankment	$ 15.00	$ 375.00
3	205	50 tons	Special Fill Material	$ 15.00	$ 750.00
4	251	335 s.y.	Part Depth Pavt. Repair, Flex.	$ 30.00	$ 10,050.00
5	251	1,340 s.y.	Part. Depth Pavt. Repair, Conc.	$ 35.00	$ 46,900.00
6	252	800 s.y.	Full Depth Rigid Pav't Removal & Flexible Replacement	$ 35.00	$ 28,000.00
7	253	500 s.y.	Pavement Repair	$ 40.00	$ 20,000.00
8	254	500 s.y.	Patching Planed Surface	$ 8.00	$ 4,000.00
9	254	33415 s.y.	Pavement Planing, Bituminous	$ 2.00	$ 66,830.00
10	304	100 c.y.	Aggregate Base	$ 30.00	$ 3,000.00
11	Special	33840 s.y.	SAMI, Type I	$ 1.75	$ 59,220.00
12	448	1400 c.y.	Asphalt Concrete Intermediate Course, Type 1	$ 95.00	$ 133,000.00
13	448	1400 c.y.	Asphalt Concrete Surface Course, Type 1	$ 95.00	$ 133,000.00
14	452	500 s.y.	11" Plain Concrete Pavement	$ 55.00	$ 27,500.00
15	602	5 c.y.	Brick Masonry	$ 300.00	$ 1,500.00
16	Special	100 l.f.	Connection Pipe Cleaned	$ 10.00	$ 1,000.00
17	603	50 l.f.	3" Conduit, Type "G"	$ 10.00	$ 500.00
18	603	50 l.f.	12" Conduit, Type "H"	$ 50.00	$ 2,500.00
19	603	25 l.f.	15" Conduit, Type "H"	$ 55.00	$ 1,375.00
20	604	56 ea.	Manhole Adjusted to Grade W/O Ring	$ 225.00	$ 12,600.00
21	604	18 ea.	Valve Chambers Adjust W/O Ring	$ 250.00	$ 4,500.00
22	604	2 ea.	Valve Chambers Repaired & Adj to Grade	$ 300.00	$ 600.00
23	604	3 ea.	SGI Adjusted to Grade	$ 275.00	$ 825.00
24	604	5 ea.	SGI Repaired and Adjusted to Grade	$ 350.00	$ 1,750.00
25	604	19 ea.	DGI Adjusted to Grade	$ 300.00	$ 5,700.00
26	604	10 ea.	DGI Repaired and Adjusted to Grade	$ 350.00	$ 3,500.00
27	604	30 ea.	Abandon Old Style Inlet & construct DGI/CI	$ 1,700.00	$ 51,000.00
28	604	30 ea.	Inlet Grates	$ 75.00	$ 2,250.00
29	604	2 ea.	Inlets Repaired	$ 260.00	$ 520.00
30	604	1 ea.	Dirch Inlet	$ 1,000.00	$ 1,000.00
31	605	20 l.f.	6" Shallow Pipe Underdrain	$ 10.00	$ 200.00
32	608	2400 s.f.	Curb Ramp	$ 5.00	$ 12,000.00
33	608	8000 s.f.	Concrete Walk	$ 4.00	$ 32,000.00
34	609	9000 l.f.	Concrete Curb Repair, Type P-4	$ 19.00	$ 171,000.00
35	609	1000 l.f.	Concrete Curb, Type L-1	$ 12.00	$ 12,000.00
36	609	50 l.f.	Concrete Curb, Type S-1	$ 16.00	$ 800.00
37	614	Lump Sum	Maintenance of Traffic		$ 20,000.00
38	619	Lump Sum	Field Office		$ 10,000.00
39	627	6300 s.f.	Concrete Driveway	$ 5.00	$ 31,500.00
40	629	3500 l.f.	Curbs Reset	$ 35.00	$ 122,500.00
41	Special	15000 l.f.	Sod Restoration	$ 2.00	$ 30,000.00
42	660	100 s.y.	Soding with Topsoil	$ 7.00	$ 700.00
43	1125	39 ea.	Reset Ex. Valve Box W/O Adjusters	$ 150.00	$ 5,850.00

Total Construction Cost	$ 1,092,295.00
Contingency	$ 109,229.50
TOTAL ESTIMATED COST	$ 1,201,524.50

Prem Garg, P.E.
City Engineer
City of Cincinnati





Streets Plus

State Avenue

Queen City Avenue to W. Eighth Street

City of Cincinnati

Department of Public Works
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Joseph S. Charlton
Acting Director

Prem Garg, P.E.
City Engineer

Robert H. Richardson, AIA
City Architect

September 17, 1999

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2000 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2000 SCIP/LTIP Projects (Round 14 Funding) are recommended by the City Manager for funding in the City's 2000 Capital Improvement Program:

STREET REHABILITATION PROJECTS
Madison Road (Observatory Avenue to Edwards Road)
North Bend Road (Argus Road to Hamilton Avenue)
Quebec Road (Glenway Avenue to Queen City Avenue)
State Avenue (Queen City Avenue to West Eighth Street)
Vine Street (McMicken Avenue to Taft Road/Calhoun Street)
Corbly Road/Sutton Road (Corporation Line to Corporation Line)
Glenway Avenue (West Eighth Street to Wing Street)
Langdon Farm Road (Montgomery Road to Wiehe Road)
West Eighth Street (Nebraska Avenue to Enright Avenue)
Westwood Northern Boulevard (Montana Avenue to Corporation Line)

STREET IMPROVEMENT PROJECTS
Hopple Street (Meeker Street to I-75)
ML King (Woodside Place to Vine Street)
Paddock Road/I-75 Interchange Improvements
Robertson Avenue/Millsbrae Avenue Safety Improvement
Gobel Road (Westwood Northern Boulevard to Bracken Woods Lane)

STREET RECONSTRUCTION PROJECTS
Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)
St. Lawrence Avenue/Rutledge Avenue Reconstruction
Beekman Street "S-curve" Reconstruction

LANDSLIDE CORRECTION PROJECT
Lehman Road (Summit View Apartments to State Avenue)

BRIDGE REPLACEMENT PROJECTS
Erie Avenue Bridge over NW Railroad
Powers Street Bridge over West Fork Channel

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

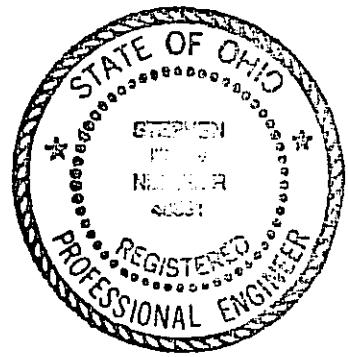
Timothy H. Riordan
Director of Finance

THR/PG/BHP/RHC/mcc

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **State Avenue (Queen City Avenue to West Eighth Street)** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Supervising Engineer



Metro
Southwest Ohio Regional Transit Authority

September 7, 1999

To Whom It May Concern:

Re: State Avenue (Queen City Avenue to West 8th Street) Street Rehabilitation

Metro's Route 31, McMillan Crosstown, operates seven days per week over the above mentioned section of roadway.

On an average weekday, Route 31 carries 2,494 passengers (July 1999). Over this section of roadway, Route 31 currently operates 100 weekday trips, 60 Saturday trips and 42 Sunday trips.

Sincerely,

Nancy Core Edwards

Nancy Core Edwards
Planner

Metro is a non-profit
public service of
Southwest Ohio Regional
Transit Authority

1014 Vine Street, Suite 2000
Cincinnati, Ohio 45202-1122
(513) 621-9450
FAX (513) 632-7672

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Pavement Management System Data: The street was last tested in 1997; the average Surface Condition rating is 57 (poor). Pavement shows signs of fatigue – random and longitudinal cracking, rutting, shoving, joint and pavement failures.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 months

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired? Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.
9 months

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Will reduce road user costs, assists in maintaining current tax base and will provide satisfactory road network for motoring public.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal ___ _____ % ODOT ___ _____ % Local X 50 %

MRF ____ _____ % OWDA ___ _____ % CDBG ___ _____ %

Other _____ _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____ (specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 5,294 X 1.20 = 6,353 users/day plus 100 Metro buses carrying 2,494 passengers per day.

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This street has the City Traffic classification of an Arterial Through Street. It serves the industrial area of the Lower Price Hill community and provides a key link to both the Eighth Street and Hopple Street Viaducts, and furnishes a direct connection to I-75 via the Western Hills Viaduct.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No ___X___

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

The proposed project will have minimal effect on economic growth.

_____

_____

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

The City of Cincinnati has a dedicated infrastructure component of the City earnings tax,

and has enacted the optional $5 license plate fee.

_____

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS

PROGRAM YEAR 2000

ROUND 14

Name of Jurisdiction: **City of Cincinnati**

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

Priority	Name of Project *(as listed on the application)*
1	Red Bank Road Reconstruction (Woodford Road to Zinzle Avenue)
2	Vine St. Rehabilitation (McMicken Ave. to Taft Road/Calhoun St.
3	State Avenue Rehabilitation (Queen City Ave. to W. Eighth St.)
4	Quebec Road Rehabilitation (Glenway Ave. to Queen City Ave.)
5	M. L. King Drive Improvement (Woodside Pl. to Vine St.)

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: STATE STREET REHAB

SCIP	LTIP
FIELD SCORE: 319	FIELD SCORE: 153
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Lots of utility cuts
Last part 23 but
rest -20

SCIP 20 X 5 = 100
LTIP 20 X 1 = 20

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0
LTIP 0 X 4 = 0

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0
LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 15 X 3 = 45
LTIP 15 X 1 = 15

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50
LTIP ____ X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 0 X 0 = 0
LTIP 2 X 4 = 0

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

SCIP 10 X 5 = 50
LTIP 10 X 1 = 10

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

SCIP ~ X 2 = 0
LTIP ____ X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 2 X 0 = 0
LTIP 2 X 10 = 20

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 8 X 0 = 0
LTIP 8 X 1 = 8

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 6 X 2 = 12
LTIP 4 X 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 X 2 = 0
LTIP 0 X 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

SCIP 6 X 2 = 12
LTIP 6 X 5 = 30

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 5 x 5 = 25
LTIP 5 x 5 = 25

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.